

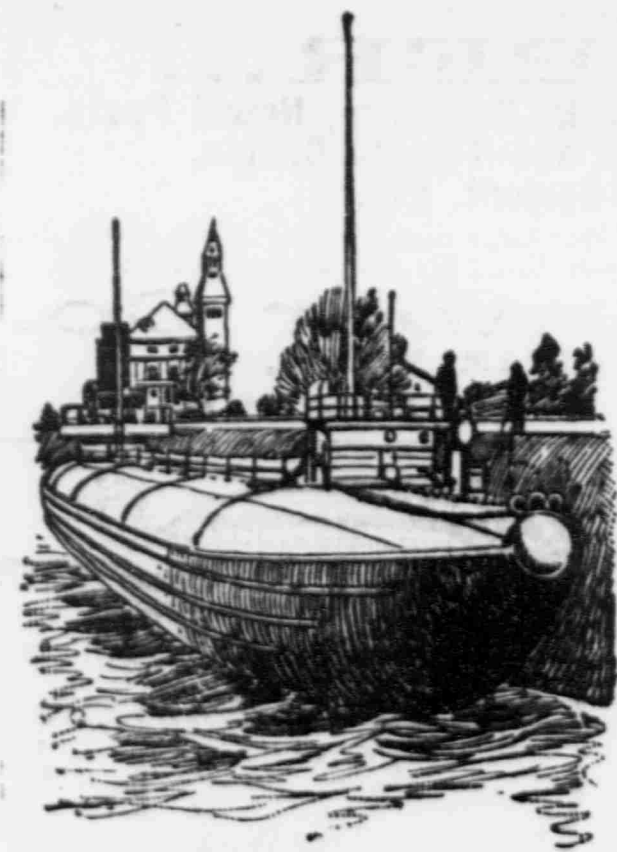
## OUR GREAT INLAND WATERWAY.

More Shipping Than Through the Suez Canal—Proposed Improvements. Special correspondence of The Florida Star.

SAULT STE. MARIE, Mich., Nov. 19.—Most Americans know, of course, that up here in what was once a region inhabited only by Indians and fur traders a prosperous, thriving commonwealth has grown up, but few know or realize that we have here a ship canal through which are transported more tons of freight yearly than through the world famed Suez canal. Through the Sault Ste. Marie canals—there are two, the American and the Canadian—about 4,000 vessels pass annually, bearing more than 50,000 passengers and more than 40,000,000 tons of freight. The canals are open only 8 months of the year, and yet in that restricted time a greater tonnage passes through them than enters the port of London or of New York in a twelvemonth.

The natural waterway from Lake Superior to Lake Huron is by way of the St. Mary's river, but this passage is closed to vessels by the rapids of the river. To avoid these rapids two great canals have been constructed, each about three miles in length. The American canal is the older and dates back about a century. The Canadian canal was constructed because the Canucks wanted a waterway of their own. At present each canal is used by the people of both nations without any hindrance. The use of either depends entirely upon their relative congestion.

It is this congestion of the canals that presents serious difficulties to their use. Traffic on the great lakes has grown so enormously that the canals no longer furnish sufficient accommodation for the shipping. A few weeks ago the rivers and harbors committee of the house of representatives made a trip up the great lakes, with a view of seeing for themselves the extension of American commerce up here. To say that they were astonished is to put it mildly. As one result



WHALEBACK LOCKING THROUGH THE "SOO" CANAL.

of the trip, the "Soo" canal, as it is familiarly known, will receive within the next few months its much needed enlargement and improvement.

There are now two locks in the American canal, known as the Poe and the Weltzel locks, which are named after eminent American engineers. The Poe lock is the newer and is 800 feet long and 100 feet wide. The Weltzel lock is 600 feet in length and narrower. The proposed improvement to the canal contemplates the enlargement of the Weltzel lock to the dimensions of 1,000 and 100 feet, making it the largest lock in the world. When it is completed, it will be able to accommodate at one lockage four of the immense lake vessels, which are fully 500 feet in length. The vessels engaged in the lake carrying trade are now quite as large as the transatlantic liners of a few years ago.

The cost of the Sault Ste. Marie canal has been very great. The Weltzel lock cost \$2,500,000, while for the Poe Uncle Sam had to pay more than twice as much. The cost of the new improvements to the canal will be fully \$9,000,000. When one considers, however, that there were more than 20,000 lockages during the past year and that on some days 160 vessels passed through the canal and that more than 96 per cent of the lake commerce is Yankee, our rich uncle seems well able to afford the money.

The Sault Ste. Marie canal was in existence a long time ago, and its principal users were the fur traders and Indians. The word "sault," by the way, is French and means waterfall. The old canal was diminutive in size and of use only to canoes. When American settlers appeared in the upper peninsula, the need of a good ship canal around the falls soon became apparent, and an agitation was started to have congress appropriate the money to build one. The government has probably spent more up to date than \$10,000,000 on our canal.

The freight transported through the Sault Ste. Marie canals amounts to more than \$250,000,000 in a year. The season of 1900 has broken all their records. The end of the season is at almost 50,000,000 tons of freight have passed through since

spring. The articles carried are many and varied, and some idea of their magnitude and value may be gained from this list: Nearly 8,000,000 bushels of grain, more than 3,000,000 tons of flour, more than 11,000,000 tons of iron ore and nearly 3,000,000 tons of coal. Quite a respectable showing for a region that was an absolute wilderness a century and a half ago.

HENRY W. MILLER.

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## SIGHT-SEEING IN WALES.

Social Economists' Experience—Swansea—The Coal Miners.

Special Correspondence of The Florida Star.

SWANSEA, Wales, Nov. 9.—Here we are in the famous old Welsh town where grimy miners from the outlying districts and hardy sailors from off the deep sea trading vessels elbow one another on the streets and where the bustle and bustle of thriving industries are everywhere in evidence. Soverel, Martin and I have concluded that economizing, especially in the matter of eating, is a tiresome and unthankful pastime. We left Greenock rather unexpectedly a few days ago, thinking that we had seen enough of Scotland for the nonce. Fortune shunted us far to the south in County Glamorgan, Wales, where we proceeded to continue existing on a cut rate basis, but the Welsh folk with whom we came in contact did not—would be mean to say that they could not—appreciate the æsthetic side of our venture. Forsooth, they took us too seriously, and the locality hereabouts will shortly be bereft of the presence of the three Jersey-men who set out to electrify the whole of Europe with their original plans for cheap living.

The story of the forming of our resolve to leave Wales and the Welsh as speedily as possible is one which will ever remind us that experimenters in social economy should first choose a "trying out" place in a friendly neighborhood before foisting their schemes on unappreciative foreigners. On deciding to leave the Greenock shipyards we thought that a tramp through the hills and mountains of Wales would be both inexpensive and interesting.

In what afterward proved to have been an evil moment Soverel offered the suggestion to hunt up a mining town where we might possibly find an opportunity for earning a small amount of money.

"It would look well," said he, "for us to be able to return home with plenty of cash in our pockets. Our friends would then be convinced that we really had 'lived on the land.'"

Rickety, Jerry built horse cars left us at Mumbles head, on Swansea bay. Near by were anthracite mines, and noon of the second day in Glamorgan county saw us plodding toward the hills plainly visible from the town of Mumbles, where were sunk the shafts.

"What's all this coming down the pike?" cried Martin, breaking an interval of silence. Pushing onward in our direction was a motley crowd of men and women, and as the procession drew nearer a weirdly pitched, monotonous, chanting sound saluted our ears. The words in the Welsh dialect were mostly unintelligible, but we finally made out the following:

Remember Job, that patient man,  
What trials and troubles he did stan',  
How in distress he found a friend,  
And so shall we when the times do mend.

Questionings developed that a strike was in progress at the mines and that this song, which had been handed down from one generation of miners to another, was used to cheer the workers as they marched from place to place looking for assistance.

We hunted up the superintendent of the mines, a man about 30 years old, who seemed very much impressed with his importance. He told us that we had better move on to some locality where there was no disaffection among the employees. "Your lives would not be safe an hour here if I were to put you at work," he informed us.

"But we aren't regular laborers," we said. "Our object is to see the country under novel circumstances, and this is only one of our experiments."

The superintendent then became excited and told us to "clear out." He also called us a pack of fools who didn't know enough to stay on their own side of the Atlantic.

"Let's get out of this country," was Martin's first words as we resumed the dusty highway leading to Mumbles. "What a nice fix we are in. If I ever come to Wales again, it will be in a coffin."

The trio "turned in" at Mumbles at 1:30 o'clock a. m. The next day we returned to Swansea and without delay made arrangements to sail for the United States. Each was of the opinion that our cut rate trip should end in a blaze of glory, so first class passages on the steamer Oceanic, leaving Liverpool shortly, have been engaged,

and we will go to our native country convinced that economy in foreign travel is a good thing, a very good thing, unless carried to excess. But we aren't saying how we found it out.

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## A Bishop's Retort.

At a dinner party a young man was once talking rather foolishly about Darwin and his books, and he said to the bishop of Winchester (Wilberforce). "My lord, have you read Darwin's last book on the 'Descent of Man'?" "Yes, I have," said the bishop, whereupon the young man continued: "What nonsense it is talking of our being descended from apes! Besides, I can't see the use of such stuff. I can't see what difference it would make to me if my grandfather was an ape."

"No," the bishop replied: "I don't see that it would. But it must have made an amazing difference to your grandmother!"

The young man had no more to say.

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## Her Sacrifice.

The Rev. Cyrus T. Brady says in his book of missionary reminiscences: "I was once preaching about missions, urging the congregation to make some sacrifice for the missionary cause and indicating to them several methods by which they could follow my advice. Among other things I suggested that they refrain from purchasing any book which they very much desired and donate the money to me instead for my missionary work. I happened to have perpetrated a book myself.

"You will therefore understand my feelings when a very bright woman in the congregation came up to me and handed me \$1 with the remark, 'I had intended to buy your book and read it. Mr. Brady, but I have concluded to follow your advice and give you the money for missions instead.'

"I accepted the situation gracefully and told her I would lend her my own copy of the book to read. She smiled and thanked me, and as she did so I voiced my thought in this way, 'But after all Mrs. R., there does not seem to be any sacrifice on your part in this transaction, for you have the happy consciousness of having given the money for missions and yet have the book as well.'

"No sacrifice?" she replied. 'Why, I have to read the book!'

## No Right to Ugliness.

The woman who is lovely in face, form and temper will always have friends, but one who would be attractive must keep her health. If she is weak, sickly and all run down she will be nervous and irritable. If she has constipation or kidney trouble her impure blood will cause pimples, blotches, skin eruptions and a wretched complexion. Electric Bitters is the best medicine in the world to regulate stomach, liver and kidneys and to purify the blood. It gives strong nerves, bright eyes, smooth, velvety skin, rich complexion. It will make a good looking, charming woman of a run-down invalid. Only 50 cents at B. R. Wilson & Son's drug store.

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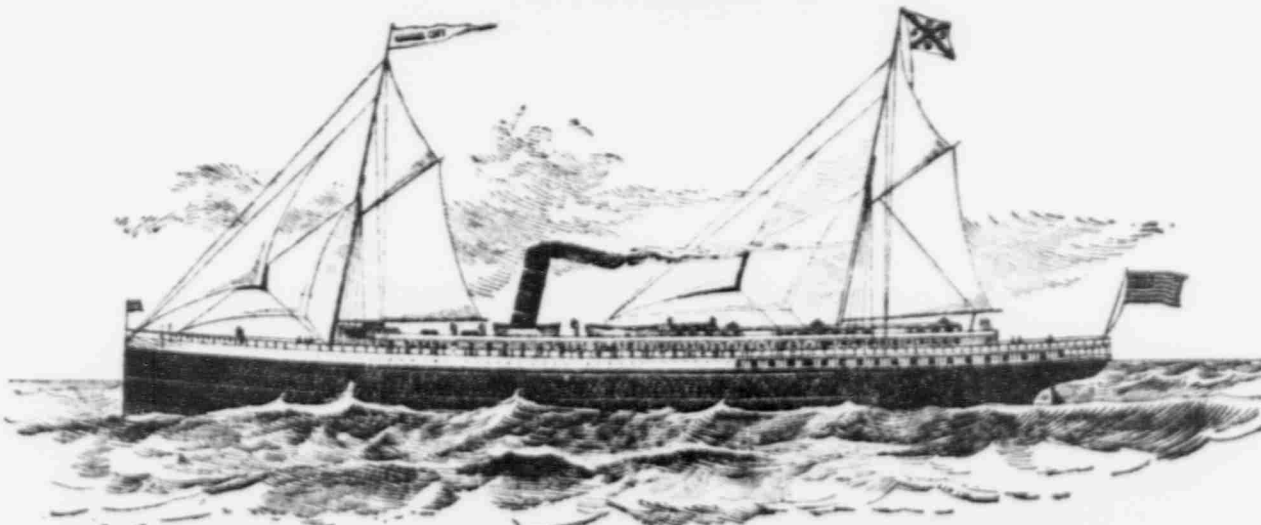
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